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INFORMATION REPORT DATE JISTR. DESCRIPTION OF THE PROPERTY OF Best Gornany ₩ /ugust 1,/52 Morthern Mailroad Ring, Berlin NO. OF PAGES SUBJECT 25X1 RETURN TO CIAE Listed sollow 25X1 LIBRARY SUPPLEMENT TO REPORT NO. 25X1

The following information was excorpted from documents of the Directorate General: Railroads. Berlin, relative to the Mordring Berlin special railroad construction

- 1. The existing northern section of the Berlin Outer Freight Ring propost to be inadequate for an ever increasing traffic load. Therefore, the Soviet Mone railread administration made plans for the construction, within the shortest possible time, of an improved line leading from Karow to Hohenneuerdorf, a stretch 16 km long. The embankment required is being built for two wacks but only one track is being laid at present, (1)
- 12. The project is scheduled to be completed within two months. A total of his occ cubic meters of earth will have to be excavated, and \$25,000 cubic meters will be used for the embankments. Nine bridges and 23 culverts will have to be built which will require a total of 15,000 cubic meters of concrete and 150 tons of steel. Dighteen km of rails, 10 switch units in addition to 50,000 tons of ballast are required. The rails, which are to be discentled at the Wordbalmhof, will be delivered by 12 June. (2)
- 3. Construction Office No h of the Berlin regional railroad headquarters is responsible for the execution of the project. The Maren, Maumburg, Motthue. Brandenburg and Berlin Pauunion firms in addition to the private firms of Kallenbach in Erfurt, Steyer in Leipzig, Schumann in Bautzen, and Roeckert in Dessau have been given contracts in connection with this project, which has been subdivided into the following five sections: Section 1 at Karow covering the distance from kilometer marker 0.0 to 0.35: Section 2 at R 109 covering the distance from kilometer marker 0.35 to h.9; Section 3 at Heidekrautbahn covering the distance from kilometer marker he9 Section h at Bergfelde covering the distance from kilometer marker 8.1 to 10.3; Section 5 at Birkenwerder covering the distance from Milometer marker 10.3 to 15.4
- the Mork of Section 1 requires the widening of the old north curve by h 5 neters and raising of the Berlin-Bernau line by 2.5 meters so that an underpass can be built for the Nordring. Earth works are to be started on It imp and the track is to be completed by 28 July 1952. The bride construction work

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	required in this section is also to be completed by this date. Fork on fection requires the construction of an embankment, a bridge over the Panke River, an everpass over National Nighway No 109, and 10 culverts. Earth works are to completed by 18 July, track laying by 30 July, bridge construction work by 20 July, and culverts by 30 June 1952.	ားခ	
	Tork on Lection 3 requires the construction of an embankment in addition to excavation work, the construction of a tunnel passage, a railroad overpass over the Meidekraut railroad line which is a single track, branch line of the Berliu-Fasdorf line, and 10 culverts. The completion date for moving of earth has been fixed on 10 July, for track construction work on 28 July, for the	h	
	overpass over the Heidokraut railroad line on 20 July, for the turnel passage on 10 July, and culverts on 15 June 1952. Work or section h requires the construction of an embankment besides excavate work, and the construction of two overpasses and three culverts. The		
	completion date for earth works has been fixed on 28 July, for track construction work on 28 July, and for bridge construction work on 25 July. Work or Section 5 requires the construction of a cut 2.2 km long, an	ecion	
	overpass in Bergfelde, and a foot bridge. The completion date for earth work been fixed on 18 July, for track construction work on 26 July, and bridge construction work on 25 July.	x han	
	By 5 June, the course of the new line had been surveyed. The various Baumio firms had taken over their assigned construction sites, and construction sit at Birkenwerder. Euchleabeck and Karon were being provided with lighting facilities. (3) Only 200 meters of rails instead of the promised 10,000 meters had arrived.	es	
	Comments		
)	Taformation on the Nordring Berlin project, which is a octential threat again west Berlin, was transmitted previously. Karow = N 53/2 96; Hohenmanendorf = N 53/2 76. The single track northern section of the Berlin	25X	(1
)	Outer Freight Ring was completed in 1950. After the North railroad station; formerly Stattiner Bahnhof, was eleged to 18 May 1952, the extensive trackage of this installation was to be dismantled		
در ا	In order to be able to complete the construction projects within the fixed p of two rouths, night shifts will have to be worked, particularly on the brid structures. This requires the installation of lighting facilities at constructures.	70	
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